



Maine Department of Transportation Revised



Statewide Transportation Improvement Program Federal Fiscal Years 2006-2007-2008

The Bureau of Project Development led preparation of this document supported by many other Bureaus and Offices throughout the Department. Additional copies may be obtained by contacting David Nicholas, Capital Resources Manager, telephone (207) 624-3410, or e-mail Dave Nicholas at <mailto:dave.nicholas@maine.gov> A copy can also be found online at http://www.maine.gov/mdot/pubs/stip_04-06.php

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GLOSSARY OF TERMS AND ABBREVIATIONS

AC - Advance Construction, an innovative FHWA financing technique allowing a State to initiate a project using non-federal funds while preserving the project's future eligibility for Federal-aid funds.

AVCOG - Androscoggin Valley Council of Governments

Base Case - A "Yes" in this field indicates that a project was contained in the biennial funding element of a conforming Transportation Improvement Program (TIP), or was "grandfathered" under Section 176(c)(3) (B)(i) of the CAAA. Such projects do not require further analysis under the conformity provisions of the CAAA.

BR or BH - Bridge Replacement or Bridge Rehabilitation, a federal funding source for projects to improve bridges that are structurally deficient and/or functionally obsolete

CAAA - Clean Air Act Amendment

CE - Categorical Exclusion, a required NEPA document for project activity meeting certain definitions and not having significant environmental effects. OR

CE - Construction Engineering, all project engineering work following the beginning of construction

CM - Congestion Mitigation/Air Quality, a federal funding source for eligible projects benefiting air quality

CN - Construction phase of project work

EA - Environmental Assessment, a required NEPA document for project activity that does not meet CE definitions, but that likely will not require development of a full, formal EIS. The EA typically ends with a FONSI.

EIS - Environmental Impact Statement, a required NEPA document for project activity deemed to have significant environmental impacts. An EIS is the result of a comprehensive study, undertaken on only a few large projects.

EMDC - Eastern Maine Development Corporation

Exempt - A "Yes" in this field indicates that this project is representative of one of the categories that do not require analysis under conformity provisions of the CAAA.

FBD - Ferry Boat Discretionary, a federal funding source for ferry boats and terminal facilities

FEMA - Federal Emergency Management Agency

FHWA - Federal Highway Administration

FONSI - Finding of No Significant Impact, the result of a project EA where an EIS is not required.

FTA - Federal Transit Administration

FFY - Federal Fiscal Year (Begins October 1st)

GPCOG - Greater Portland Council of Governments

Highway Improvement - Major rehabilitation or reconstruction of a roadway

IM - Interstate Maintenance, a federal funding source for the federal aid interstate system

Level I Highway Resurfacing – No longer applied, see **PPM** below

Level II Highway Resurfacing - Resurfacing a roadway of modern design for the second time after rehabilitation, or reconstruction. Work is concentrated on the roadway surface, but likely includes drainage and roadside safety improvements and may involve innovative pavement treatments.

Level III Highway Resurfacing - Resurfacing a roadway of modern design when Levels I and II will not suffice. May include rebasing shoulders and short sections of core, extensive drainage work and safety upgrades.

MPO - **Metropolitan Planning Organization**, a federally designated planning organization responsible for carrying out a continuous, comprehensive, and cooperative transportation planning process for urbanized areas with populations of 50,000 or more. Maine has 4 MPOs:

ATRC - **Androscoggin Transportation Resource Center**, which is affiliated with AVCOG

BACTS - **Bangor Area Comprehensive Transportation System**, which is affiliated with EMDC

KACTS - **Kittery Area Comprehensive Transportation Study**, which is affiliated with SMRPC

LACTS – renamed, see ATRC above.

PACTS - **Portland Area Comprehensive Transportation Committee**, which is affiliated with GPCOG

NEPA - **National Environmental Policy Act** of 1969, established a national policy for protecting the environment. A NEPA document (CE, EA, or EIS) must be developed for each federal aid project.

NH - **National Highway**, a federal funding source for transportation projects on the Interstate System and most other roadways classified Principal Arterial

Obligation - The commitment of federal funds to a project prior to reimbursement of state/local expenditures.

“**Restricted Source**” is a fund source restricted by program-wide, annual obligation limits

“**Un-Restricted Source**” is a fund source not restricted by program-wide, annual obligation limits

“**Future Obligation**” is project funding that has been programmed, but scheduling has not been finalized.

PCE - **Preconstruction Engineering**, all aspects of project engineering that come before the construction phase.

PE - **Preliminary Engineering**, early project engineering, usually preceding the completion of preliminary design plans; or as used by FHWA, all project engineering prior to beginning construction

PIN - **Project Identification Number**

PPM - **Pavement Preventative Maintenance** is applying the right treatment to the right pavement at the right time. The PPM approach is to maintain optimum pavement condition by applying lighter, less expensive treatments earlier in the pavement’s life cycle and more frequently thereafter. These cost effective treatments include crack sealing, micro-surfacing, foamed asphalt and Level II resurfacing.

ROW or **R/W** - **Right of Way** phase of project work done in conjunction with land acquisition or easements.

RTAC - **Regional Transportation Advisory Committee**

SMRPC - **Southern Maine Regional Planning Commission**

STIP - **Statewide Transportation Improvement Program**

STP - **Surface Transportation Program**, a federal funding source for transportation projects associated with any public highway segment not functionally classified as “rural minor collector”, or “local road”

TEA 21 - **Transportation Equity Act** for the **21st Century**

PROGRAM AND PRODUCTION SUMMARY

Maine's Statewide Transportation Improvement Program (STIP) is prepared every two years as directed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The document presented here spans Federal Fiscal Years 2006-2007-2008, beginning October 1, 2005. It includes funding schedules developed for all projects that have remaining federal financial commitments and lists additional federal aid projects remaining to be completed, but for which all needed federal funds have already been committed.

Funding schedules detailed within this STIP propose to utilize resources provided through a number of federal transportation programs matched by allocations from the State's Highway Fund, General Fund, Highway Fund Bonds, General Fund Bonds and limited funding from municipalities and other sources. These financial resources are for the most part anticipated and not yet certain.

Federal laws authorizing federal highway and transit programs were just enacted by Congress and so this STIP has assumed a modest growth in funding over prior periods. There is also uncertainty in State funding due to the indexing of the fuel tax, which comes up for review biennially. This STIP assumes that the current indexing will not be repealed or altered and so approximately \$17.6 million will be available to fund projects. This STIP also relies on Highway Fund and General Fund bonds which were presented to the voters of the State in the fall of 2005 and approved.

Notwithstanding the uncertainties in funding, MaineDOT has projected the amount of State and federal funds available for this STIP based on past trends. These projections are included in the following summary:

Estimated Levels of Funding for FY 2006-2007 (millions of dollars)							
Program Area	Federal	Federal Other ¹	State (HF) ²	State (GF)	(HF-GF) Bond	Local/others	Total
Highway and Bridges	304.1	27.4	167.4	--	27.8	11.9	538.6
Passenger Transportation	69.7	15.0	0.3	1.0	6.8	10.1	102.8
Freight Transportation	2.6	--	0.5	--	3.5	--	6.6
TOTAL	376.4	42.4	168.2	1.0	38.0	22.0	648.0

1. Includes High Priority Project, Bridge Discretionary, Ferry Boat Discretionary, etc.
2. Assumes \$47.5 million in Motor Fuel Tax Indexing.

Federal Funding Uncertainty

There is significant uncertainty in federal transportation funding which makes predicting the amount of capital improvement funds that may be available to MaineDOT in FY 2006-2007 difficult. The six-year federal law authorizing federal highway and transit programs, the Transportation Equity Act for the 21st Century (TEA-21), expired September 2003. There have been seven short term extensions in funding since then. On August 10, 2005, the President signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users which reauthorizes federal highway and transit programs thru 2009.

In addition, Congress has traditionally earmarked funding for certain projects, but due to the newness of the reauthorization, we do not know for certain what our funding levels for earmarks will be.

State Funding Uncertainty

There is also uncertainty in the amount of State funding that will be available over the upcoming two fiscal years. In the past, the State's highway fund has not kept pace with inflation of construction costs. The 120th Maine Legislature enacted Public Law 2001 (PL 2001, c. 688), "And Act to Promote the Fiscal Sustainability of the Highway Fund" providing a long term solution. The fuel tax is now indexed to inflation based on the national Consumer Price Index(CPI). However, this law requires MaineDOT to submit legislation during the First Regular Session of each Legislature repealing the indexing adjustment. Therefore the Legislature has the opportunity to vote against the repeal or repeal the indexing and come up with another solution. This STIP assumes that indexing will not be repealed or altered and that approximately \$17.6 million will be available due to fuel index adjustments. This STIP also relies on Highway Fund and General Fund Bonds that will be presented to the voters by referendum in the fall of 2005. This STIP assumes the voters will approve the Bonds. However, neither the Bond approval nor the fuel tax indexing are certainties and a change to either will have an impact on the delivery of this program.

Strategic Goals and Work Plan Development

With needs and costs continuing to outpace revenue, we must choose where to expend scarce transportation resources to provide the best return on investment while ensuring at least an adequate transportation system throughout the State. The MaineDOT's strategic goals set the stage for how MaineDOT will work with all transportation modes, levels of government, stakeholders and the public.

MaineDOT's Strategic Goals:

Safety is the key consideration in every MaineDOT project. Dedicated safety projects contained in this STIP include: improvements at high crash locations, rail/highway grade crossing improvements, improvements at roadway intersections, guardrail improvements and support for commercial vehicle size and weight enforcement.

Asset management is a strategic approach to managing transportation infrastructure to optimize investments. Asset management projects in this STIP include: reconstruction of 45 miles of rural arterial highway; reconstruction of over 75 miles of rural major and minor collector highways, pavement preservation treatments to approximately 427 miles of arterial highways, 77 miles of collector highways and 20 miles in metropolitan areas., maintenance paving of over 1200 miles, replacement or rehabilitation of 85 bridges, highway corridor mobility and safety preservation projects.



Economic Opportunity is transportation projects directly supporting the economy by creating and maintaining jobs through direct investments. Transportation projects also reduce operating costs and make Maine businesses more competitive by reducing congestion, travel time and vehicle maintenance costs. MaineDOT has a number of capital programs that acts as a catalyst for economic development in Maine. Projects in this STIP include: mobility improvements on major

freight and commercial highway corridors, maintaining and improving a highly efficient interstate highway system, improvements in access to major intermodal facilities, a program to assist shippers with access improvements to rail corridors, a program to assist municipalities with public and commercial

access improvements to Maine's harbors, improvements related to downtown revitalization efforts, a program for regional tourism signage.

Quality of Life is vital to Maine communities and from a transportation standpoint includes quality job opportunities, adequate well-maintained infrastructure, support for a variety of land uses. The Department works to achieve an optimal balance between mobility economic opportunity, natural and cultural resources and community needs and values. This STIP contains projects that enhance this quality of life including: mobility improvements in urban and village centers, community gateway projects to enhance natural and cultural resources, sidewalk and streetscape improvements, Scenic Byway improvements, financial assistance to municipalities for project enhancements in urban centers and to promote community livability through effective transportation planning.



Work Plan Development

Effective programming, in addition to, acquisition of financial resources and their efficient utilization as previously summarized, is actually the start of the process assuring that transportation goals and priorities are appropriately addressed. This is not done quickly. System data is gathered on a continuous basis and MaineDOT solicits public involvement throughout its planning and project development processes. There were two opportunities for the public to influence specific program content for the current period long before final decisions were made.

The first opportunity was during the development of the Six-Year Plan where projects are selected with the intent that they will be funded in the next three Work Plans. Project selection priorities in the Six-Year Plan were based, in part, on advice from the Regional Transportation Advisory Committees (RTACs) with guidance from the Regional Planning Commissions. The RTACs are citizen based, represent various regional transportation interests, and are a vital link between the Department and the public.

The second opportunity for the public to influence this program was through a project solicitation mailed to all Maine municipalities, county commissions, Native American nations and tribes, and State agencies. This solicitation requested each entity list project needs within their jurisdiction and put those needs in priority order. MaineDOT compiled the project requests and considered them during the development of the Work Plan.

Less direct, but certainly just as vital in developing a responsive, yet constrained program of projects is the separate public review and comment period for each of MaineDOT's 4 major Plan/Program elements.

The 20 Year Transportation Plan is developed with input and guidance from Maine's Regional Transportation Advisory Committees (RTACs), the Governor and other elected officials, as well as the public, through a series of public meetings. It serves to guide MaineDOT decision-making in the planning, development and preservation of Maine's multimodal transportation system.

The 6 Year Transportation Improvement Plan begins to crystallize Maine's transportation priorities, providing more project specific definition and funding needs. It too, like the 20 Year Plan, is developed with input and guidance from an array of external stakeholders. The 6 Year Plan is updated every 2 years.

The 2 Year Biennial Transportation Improvement Program (Work Plan) gives details of specific projects, matching needs established in the 6 Year Plan with funding levels anticipated for the coming 2 year period. It is presented to the public in a series of meetings and then to the Legislature for funding approval, but final approval of any bond funding rests with Maine's voters. Expenditure of approved funds and completion of all projects spans more than one biennial period.

The Statewide Transportation Improvement Program (STIP) is a required document for the expenditure of federal funds and follows development of the Work Plan. The STIP provides delivery timeframes for all remaining Work Plan projects using federal funding limitations established by Congress as a guideline. It must be approved by federal agencies before any project work can be started and it must demonstrate that delivery of our program will conform to federal clean air standards.

Partnerships are important to the development and execution of these plans and programs. MaineDOT relies on partnerships with federal agencies such as the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), as well as Metropolitan Planning Organizations (MPOs), state and federal environmental resource agencies, municipalities, and other private and public entities to secure the funding and delivery of transportation projects.

We work closely with our federal transportation partners to maximize available federal funds in a way that meets both federal and State transportation goals.

Maine has four federally designated MPOs primarily responsible for transportation planning and capital improvement decision-making within their boundaries. These areas are the urbanized areas surrounding Bangor, Kittery, Lewiston-Auburn and Portland. MaineDOT works closely with its MPO partners in project scoping, selection, estimation, and development and also includes their TIPs by reference in this STIP.

MaineDOT develops formal partnerships with municipal organizations in the funding and design of many projects. A primary element of this is the Locally Administered Project (LAP). LAPs offer municipalities opportunities to coordinate a MaineDOT project with local initiatives, expedite a project and subsidize local forces with project funds. Training and certification are provided to municipal officials wishing to participate. The 2006-2007 Work Plan added \$22 million in funds from local governments and other organizations to the 2006-2007-2008 STIP.

MaineDOT also partners with State and Federal Environmental Resource Agencies. Monthly meetings are held to discuss ongoing projects to identify and resolve critical issues early in the process. This

partnership and all the others highlighted in earlier paragraphs enable efficient and effective delivery of a responsibly developed, financially constrained transportation improvement program.

In summary, this STIP reflects the goals, objectives, and strategies articulated in MaineDOT's Twenty-Year Transportation Plan, the transportation priorities of the Six-Year Transportation Improvement Plan, needs as expressed by our many partners and the financial constraints anticipated through the 2006-2007 Work Plan. Individual project selections were based upon safety needs, economic benefits, environmental stewardship, multimodal integration, local support and MaineDOT's Resource Allocation Policy outlined below:

MaineDOT Resource Allocation Policy:

1. Meet system preservation needs.

Good management of a large system of capital facilities like the state's transportation system requires a continuing investment in system preservation.

2. Invest in system modernization needs for all modes.

When system preservation needs have been addressed, MaineDOT will invest its resources in the significant number of transportation infrastructure modernization needs. A safe and efficient transportation system is key to the state's economic growth.

3. Invest in transportation system management and travel demand management alternatives.

In today's economic and environmental climate, the demand for transportation mobility must be addressed, to the extent possible, through actions that maximize the efficiency of our existing transportation infrastructure.

4. Invest in all modes of transportation.

MaineDOT must continue its efforts to provide a "seamless" interconnection between all modes, both for passengers and freight. Mobility options such as trains, buses, planes and ferries can be efficient, environmentally sensitive and cost-effective modal choices.

5. Target limited resources for new capacity to the highest priorities.

Funding for new capacity projects is extremely limited. Only those projects supporting state and regional transportation goals and strategies and those that have demonstrated merit and strong public support will be considered.



Augusta, Memorial Bridge